

The Hong Kong Daily Press

No. 4828

日九初月四年西癸治同

HONGKONG, MONDAY, 5TH MAY, 1873.

一拜禮

號五五五

港香

PRICE \$2 PER MONTH.

Arrivals.

Banks.

Notices of Firms.

Auctions.

Intimations.

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May 3. KWANGTUNG, Brit. str., 487, Pitman, Foochow 30th April, Amoy 1st May, and Swatow 2nd, General—D. LAPRAIK & Co.

May 3. TAKER, German brig, 342, Thomson, Saigon 8th April, and Cape St. James 9th, 3500 piculs Rice—W. PESTAN & Co.

May 3. SEALAN'S BRIDE, Siamp. bk., 314, J. Anderson, Bangkok 3rd April, General—CHINESE.

May 3. ULVERS, Brit. str., 1,511, J. Byrne, Liverpool 16th March, Port Said 31st, Suez 2nd April, Gallo 17th, Penang 23rd, and Singapore 27th, General—BUTTERFIELD & SWINE.

May 4. M. COKE, Brit. bg., 191, C. Bisset, Tientsin 16th April, General—CHINESE.

May 4. HAWKIN, Brit. brig, 200, Brown, Kobe 12th April, General—ORDER.

Departures.

May 3. AMAZONE, str., for Saigon, &c.

May 3. FLINTSHIRE, str., for Saigon.

May 3. KORNOSA, for Nicololetje.

May 3. UNDINE, for Saigon.

May 3. BONNIE DUNKELE, for Melbourne.

May 3. ST. MARY, for Saigon.

May 3. CATHAY, str., for Foochow.

May 4. NOEMA, str., for Swatow.

May 4. VESO, str., for East Coast.

May 4. OCEAN, for Whampoa.

May 4. KEDAR, for Whampoa.

May 4. SCOTLAND, str., for Slogau.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,

MAY 3RD.

Feso, str., for East Coast.

Ocean, for Whampoa.

Kelar, for Whampoa.

Esmeralda, str., for Amoy.

Scotland, str., for Shangau.

Aorac, str., for Swatow.

Passengers.

Per Kwangtung, str., from East Coast.

Mr. P. De Champ, and 95 Chinese.

Per Seaman's Bride, from Bangkok—20 Chinese.

Per Hawaii, from Kobo—2 Chinese.

Per Cathay, from Tientsin—2 Chinese.

Per Ulysses, str., from Liverpool, &c.—

For Hongkong—Miss E. Dickay and 22 Chinese.

For Foochow—Mr. Robinson, For Shanghai—Messrs. Farmer and Wyatt, and 2 Chinese.

Per Tides, from Saigon—12 Chinese.

Per Yesso, str., from Nagasaki—

Mr. J. McMichael, W. P. Galton, 2 European, and 16 Chinese deck.

Per Cathay, str., for Foochow.

A. Tatham, For Shanghai—Hon. J. Whitall.

Per Esmeralda, str., for Amoy—

Father G. Burrow, 1 Japanese (Niezuno), and 12 Chinese.

Per Noema, str., for Swatow—150 Chinese.

Per Amazon, str., for Saigon, &c.—

For Esmeralda, Mrs. Holland, the Singapore—Mr. H. Nisius, For Suez—Mr. and Mrs. Overbeck and children, and Mr. P. Reiman.

For Marseilles—Mrs. Mitchell, Mr. and Mrs. Thomas, Mr. Paul Ehlers, Messrs. Bauer, De Champ, Villarraga, James Halloran, Holdings, Blant, L'Abbe Turgis, J. A. Kirz, lady and children.

Reports.

The British brig *Maggie* reports left Tientsin on 16th April, had strong N. W. winds to Shanghai Promontory, then moderate winds to arrival.

The British brig *Hawari* reports left Kobe on 12th April, had the first part of passage from fresh gales from the S.W. to Formosa, from thence had light winds to arrival.

The German brig *Tides* reports left Seigon on 8th April and Cape St. James on the 9th, had the first part of passage strong N.E. winds, after which got very light winds and fine weather to arrival.

The Siam bark *Seaman's Bride* reports left Bangkok on 3rd April, had fine Southerly and S.W. winds in the Gulf; from thence Northerly and Easterly light winds to the Macclesfield Bank; from thence to port calms and light Southerly winds; spoke off the 16th April, of Palo-Santos, the Spanish bark *Maria Fidelia*, bound to London.

The British steamship *Ulysses* reports left Liverpool on 16th March; passed Gibraltar on the 21st at 6.30 p.m., experienced very bad weather in the Mediterranean Sea; arrived at Port Said on the 31st at 10.45 a.m.; entered Suez Canal at 5 p.m. same date; arrived at Suez on April 2nd at 3.30 p.m.; arrived off Galle on April 17th at 4.40 p.m., communicated by signal to the steamer *Ulysses* on the 20th at 7.30 a.m., and left again same day at 4.45 p.m.; arrived at Singapore on the 25th at 10 a.m.; left again on the 27th at noon, and arrived at Hongkong on 3rd May at 7 p.m.

Auction Sales To-day.

None.

JOHN AND HENRY Gwynne, ENGINEERS, BOILER-MAKERS, AND IRON-FUNDERS.

LEATHERS, LEAVES, &c.

MANUFACTURE OF SAILING ENGINES, Portable and Fixed.

BOILERS, CENTRIFUGAL PUMPS, TURBINE WATER WHEELS, PUMPING ENGINE,

and every description of MACHINERY FOR DRAINAGE, IRRIGATION, AND RECLAMATION;

PUMPING MACHINERY FOR DOCKS, &c.; HYDRAULIC PRESSES;

EXPLODING MATCHES; GUNPOWDER MACHINERY;

TEA-SEPARATING MACHINERY;

SUGAR, FLOUR, AND WIND MILLS;

HYDRO-ELEVATORS;

STEAM AND HAND CRANES,

BOILER WORK, &c. &c.

* Catalogues and Estimates will be forwarded on application to their Offices.

89, CANNON-STREET, E.C., LONDON.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,

197, LEADHILL STREET, LONDON.

ESTABLISHED 1843.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVEE, Agent,

tf. Hongkong, 1st July, 1873.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$1,000,000 of Dollars.

RESERVE FUND.....\$1,000,000 of Dollars.

NOTICE OF DIRECTORS.

Chairman—S. D. SASSOON, Esq.

Deputy Chairman—W. H. FORDON, Esq.

Ad. Audt. Esq. — W. D. Lehman, Esq.

A. F. Head, Esq. — H. E. Rowell, Esq.

A. J. Scott, Esq. — Chief Manager.

Hongkong—James Greig, Esq., Manager.

Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of

one per centum on the daily balance.

On Fixed Deposits—

For 3 months' 2 per cent. per annum.

6 " " 4 "

12 " " 5 "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief commercial places in Europe, India, Australia, America, China, and Japan.

JAMES GREGG, Chief Manager.

Offices of the Corporation.

No. 1, Queen's Road East.

Hongkong, 1st April, 1873.

TO LET.

With Possession on 1st May.

THE "FOREST LODGE" in Caine Road, For particulars apply to E. D. SASSOON & Co.

1m 651 Hongkong, 29th April, 1873.

TO LET.

With immediate Possession.

THE HOUSE No. 2, Mosque Terrace. For particulars apply to M. J. BOSS.

if 628 Hongkong, 23rd April, 1873.

TO LET.

With immediate Possession.

THE HOUSE No. 7, Gough Street. For particulars apply to GIBB, LIVINGSTON & Co.

if 634 Hongkong, 23rd April, 1873.

TO LET.

With immediate Possession.

THE HOUSE, LIVINGSTON & Co.

if 634 Hongkong, 23rd April, 1873.

QUEEN INSURANCE COMPANY.

if 583 Hongkong, 14th April, 1873.

TO LET.

With immediate Possession.

THE COMMODUS Two-story HOUSE, in Castle Road, known as "WOODLANDS," and lately in the occupation of G. VON OVERBECK, Esq., with Out-offices, Stabling, Coachhouse, Cow-house, Garden, and also a Croquet Lawn attached. Has Gas and Water laid throughout.

For further particulars apply to F. D. REMEDIOS.

At POLLARD's Office,

No. 1—Club Chambers,

if 603 Hongkong, 19th April, 1873.

TOWING.

THE Steam-tug "SEA GULL" 35 Horses, power nominal, is prepared to tow vessels at moderate rates.

Apply to LANE, CRAWFORD & Co., or

THE CAPTAIN ON BOARD.

if 664 Hongkong, 29th April, 1873.

QUEEN INSURANCE COMPANY.

if 583 Hongkong, 29th April, 1873.

LICK HOUSE.

CORNER MONTGOMERY AND SUTTER STREETS.

SAN FRANCISCO, CALIFORNIA.

if 1174 25th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of Premium will be allowed on Insurances effected with this Company.

A NOVEL PLAN.

An ingenious Yankee has proposed a plan by which he offers to warn Boston safely and cheaply. He will erect enormous furnaces in some remote locality, and convey heat by means of pipes to all houses whose owners will pay him his terms. This heat, as well as water and gas, will be "like" the well-regulated Boston houses, and the private steamship Boston will be afloat as the old fashioned pamp and the candles and lamps of antiquity. Why should he limit himself to supplying hot air only, does not appear. Why should he not offer to supply artificially dried air in summertime? What is there to hinder him from establishing a vast tobacco pipe, wherein the best of Virginia tobacco shall ever burn, and its pleasure times be conducted by suppling the pipe with tobacco from a private apartment? What is there to hinder him from good things which might be had on "in Bostonian houses, and the day may yet come when the Boston citizen shall have his cold air, bear, coffee, and tobacco-smoke supplied to every room in his house, by means of pipes and fixtures.

THE DUTCH REFORM BILL.

(Continued.)

In Holland, as elsewhere, there is a great sham Liberal party, which has been called upon to pass an Electoral Reform Bill. Much to their displeasure, the Government took the initiative in this measure, and the Parliament was compelled to nominate a committee to inquire into the matter. As might be expected, the report drawn up by this body is far from encouraging. They maintain that the people desire to give an indifference to the election of the franchises. But the fact is that the qualifications for voters varies according to the locality, and that it is only where a greater outlay is necessary that the voters are so scarce. For instance, at Amsterdam, where the rule is most rigorous, Mr. Jolles was elected by 750 votes out of the 4,400 citizens who might have constituted their electors. On this question of reform, Mr. Thorbecke one of the leaders of the electoral law of 1850 rejected the doctrinaire of his party, and produced "Democracy." This sentence explains the conduct of the Liberals and of the Dutch bourgeoisie. A general re-election is, however, near at hand; and as the outside pressure is keenly felt, no open opposition to electoral reforms has yet been vented upon by those who profess to derive their mandates from the popular voice. There is, therefore, some chance that some progress in the matter of electoral reform may be made, notwithstanding the half-heartedness of self-styled Liberals. In the meanwhile another matter has been brought forward, which also promises improvement in the general condition of Holland. Mr. Houton lately presented a Bill for regulating the work of children in factories. He proposed that no child under twelve years should be allowed to work at all, unless special sanction has been obtained from the communal authorities. Such permission will only be granted on the condition that the child does not work more than four hours, and that it is dry work. It is further stipulated that on no account should a child's education be interfered with; and therefore, no child shall be allowed to work unless it is proved that he or she attends school for at least three hours a day.

THE DEBTS OF THE WORLD.

(Full Mail Gazette.)

It may be useful at the present moment, when our attention is being prominently directed to our own expenditure, to reflect on the burdens under which other countries are laboring. It is not a very easy matter to measure the actual indebtedness of either Europe or the world; but it is possible to give an approximate estimate of the total liabilities of continental nations. There are seven European nations which owe upward of £100,000,000 each. They are—

Great Britain..... £79,000,000

France..... 71,000,000*
Italy..... 38,000,000

Austria..... 35,000,000

Austria..... 30,000,000

Spain..... 26,000,000

Turkey..... 12,000,000

£294,000,000

The debt of the German Empire amounts to a little over £35,000,000. The different States composing it, however, owe in the aggregate about £26,000,000. The liabilities of the Empire, therefore, are probably placed about £293,000,000. The debts of the other, the most highly indebted European countries may in this way be raised to about £3,152,000,000.

There are other countries in Europe which owe their creditors more than £10,000,000 but less than £100,000,000. They are—

Holland..... £30,000,000

Portugal..... 64,000,000

Belgium..... 27,000,000

Greece..... 18,000,000

Roumania..... 15,000,000

Denmark..... 12,000,000

£214,000,000

These six countries, then, add £14,000,000 to our previous total, and raise the national liabilities of Europe to £2,386,000,000. It must be remembered that we have excluded from this category all fractions of a million and the debts of all States which owe less than £10,000,000. Nor should it be forgotten that in most cases the only returns which are available are those two years old, and that, therefore, the national debts of Europe are probably greater than the figures at which we have placed them. We shall probably be within the mark in saying that, without including the liabilities of municipalities, the national debts of Europe exceed at the present moment £3,400,000,000. The relative charges which these debts involve does not correspond with their relative amounts. There are a few of them—

Porto per cent.

Country..... 0.01..... Interest per cent.

Italy..... 2.60..... 0.01

France..... 2.70..... 0.00

England..... 2.50..... 0.00

Portugal..... 1.90..... 0.00

Denmark..... 1.00..... 0.00

Belgium..... 27,000,000..... 0.00

£2,001,000,000 £28,000,000..... 0.00

If the charge of the other debts is not relatively greater, the national liabilities of Europe, based on its population of 424,000,000, are, therefore, the real debts of the world are happily much smaller than those of Europe, but even these are considerable. America of course heads the list. The different American States owe—

United States..... £43,000,000

Brazil..... 67,000,000

Canada..... 21,000,000

Argentine Republic..... 16,000,000

Venezuela..... 14,000,000

Peru..... 12,000,000

Mexico..... 10,000,000

£57,000,000

America follows America at a considerable distance. Her chief debts are—

British India..... £105,000,000

Japan..... 27,000,000

£135,000,000

Our different American colonies owe in the aggregate £238,000,000. The chief African debts are those of

Egypt..... £29,000,000

Morocco..... 10,000,000

Capo Town..... 1,000,000

£39,000,000

The chief debts, then, in each of the great divisions of the world, amount in the aggregate to the following sum—

Europe..... £3,400,000,000

America..... 573,000,000

Asia..... 185,000,000

Africa..... 83,000,000

Australasia..... 35,000,000

£24,183,000,000

If we add only £25,000,000 to this total for minor omissions, we are compelled to conclude that the nations of the world owe their creditors £2,200,000,000—a sum which is only 44 per cent. more than so stupendous that it is hardly possible to conceive of.

The following is a summary of the debts of the world, excepting the United States, and ourselves—all these countries are steadily increasing their debts. The greater portion of them have been created within the memory of the present generation; the majority of them are rising still with a rapidity which is adding annually hundreds of millions to the national liabilities of the world.

£51 is the lowest estimate of the general debt

so we authorities place it £290,000,000.

MISCELLANEOUS.

A FUTURE MEETING.—"We will meet in Heaven, husband dear," is the affectionate inscription which an Arkansas woman has had carved on the tombstone of every one of her five departed husbands.

DEATH OF PRINCE ALBERT.—Major General Sir Edward H. French, died on the 23rd Feb., at the advanced age of 79, after 62 years' service, during 45 of which he was full pay. He served in the Peninsula War from 1811 to the end of the war in 1814, including the siege and storming of Badajos, with the 9th Portuguese Regiment, on which occasion he volunteered as one of the foot guards to the King, and with the 43rd Light Infantry, and the 4th Dragoon Guards, in the battles of Salamanca, Veracruz, and Vittoria. He was a member of the Royal Engineers, and was promoted to the rank of Captain in 1837, and to Major in 1841.

AN INVESTIGATION.—The Lancashire engineer does not appear. Why should he not offer to supply artificially dried air in summer-time? What is there to hinder him from establishing a vast tobacco pipe, wherein the best of Virginia tobacco shall ever burn, and its pleasure times be conducted by suppling the pipe with tobacco from a private apartment? What is there to hinder him from good things which might be had on "in Bostonian houses, and the day may yet come when the Boston citizen shall have his hot and cold air, bear, coffee, and tobacco-smoke supplied to every room in his house, by means of pipes and fixtures.

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